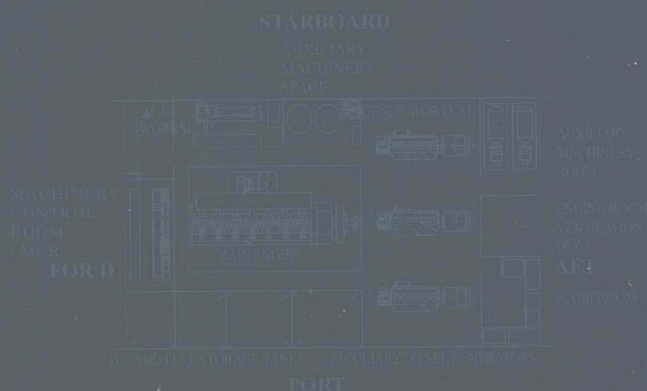


An Introduction to Marine English for Marine Engineers

轮机员英语教程

Gordon J. Gore 任旭东 著



大连海事大学出版社
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出版前言

Gordon J. Gore 轮机长、博士于 2003 年 2 月~2004 年 7 月为大连海事大学轮机学院教师和学生做了一年半的专业英语培训,取得良好的教学效果。应我们的请求, Gordon 将讲义进行了整理和充实,并由任旭东轮机长对疑难专业术语进行了注释,形成了这本国内首部由中外专家共同编写的轮机英语教材。

本书主要介绍了船舶轮机员所应掌握的船舶和轮机管理方面的专业知识,包括船舶基础知识和术语、船舶安全管理、燃油与滑油、轮机维修与保养、备件与物料管理、推进系统、船舶类别等。同时,针对我国船员英语口语交流能力弱的特点,编写了较多的轮机员相关业务情景对话。为便于自学,由 Gordon 为全书录音,并制作成 MP3 光盘。

本书可作为高等院校轮机管理专业英语教材,特别适合即将到外轮工作的轮机人员培训和自学使用。

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2004 年 8 月

Introduction

Welcome to this introductory text and audio on Marine Engineering. It is hoped that you enjoy both your career and these notes and that you find them helpful.

You are embarking on a great and exciting career at sea. I have been working at sea, on and off, since I left high school over 20 years ago. In that time I have experienced, seen and done things that I never thought possible for me. Without going to sea I would not be the person I am today, nor would I be where I am and I would definitely not be speaking to you as I am today. Without ships and the sea I would not have seen such wondrous and varied places as Japan and New Zealand, Tonga and Antarctica. I would not have met the wonderful people of South Korea, or Singapore or Western Samoa. I wouldn't have been to places in my own country, Australia, that you rarely hear about and few people have ever visited. I wouldn't have learnt the things I've learnt or love engineering and ships and the sea the way I do. I wouldn't have met my wife or have the wonderful children I have or live where I live or have had the numerous opportunities a life at sea can provide. I wouldn't have indulged my thirst for knowledge and earned my PhD nor obtained the qualifications and financial security required to come to China. Without ships and the sea, and the Engine Room in particular, I am a very different person. Indeed I am a vastly different person to the one who stepped aboard his first ship 20-odd years ago. I am a better person, more knowledgeable, more understanding, more tolerant and much more appreciative and thankful for the opportunities and blessings I have received. Your future career at sea is a valuable one. Indeed it will become an exceedingly valuable career in the coming years. You have a most wonderful opportunity to go far beyond the boundaries you thought life would impose. Try not to waste it, enjoy it and you will find the rewards are endless, unthought of and often unexpected and unappreciated by yourself and others. I wish you all the very best and hope that you find this book of some help.

It is the intention of this book and audio combination to be of assistance to ships engineers wishing to improve their practical Marine English skills. The subjects are particularly aimed at new engineers. Maritime English is a whole new branch of the English language in itself. This material is an introduction to Marine Engineering and shipping from the practical, working in the ship, standpoint. The audience targeted are those engineers who have only recently joined their first ship, engineers who have

序

欢迎您选择这本关于船舶轮机知识的书，衷心地希望您能热爱您的职业，同时也喜欢这本书，并能从中获益。

您正在从事着一个既伟大而又令人兴奋的职业。自高中毕业以来，我一直从事海上工作，其间几度上船下船，已二十余年。在这些日子里，我目睹了也亲身体验了一些我从未想像过的事情。如果没有这份职业，我就无法成就今天的我，更加无法于此地和你们这样愉快地交流；如果没有船舶和海洋，我就无法欣赏到诸如日本、新西兰、汤加以及南极洲等地的奇胜美景，也就无法领略到韩国、新加坡以及西萨摩亚群岛等地人们的独特风情，更加无法遍历我的祖国澳大利亚的那些少有耳闻而又人迹罕至的地方；如果没有船舶和海洋，我就无法学到我所拥有的这些知识，也就无法如此深刻地热爱轮机、船舶和海洋，更加无法结识我的妻子、拥有可爱的孩子，过着如此美妙的生活以及享受大海给我带来的这一切礼遇；如果没有船舶和海洋，我就无法沉溺于对知识的渴求，无法获得博士学位，无法获取来中国的资格和经济担保；如果没有船舶和海洋，尤其是机舱，我将截然不同。的确，现在的我与二十多年前登上第一艘船时的我有着天壤之别。现在的我更加出色，有着更强的理解力和忍耐力，对生活赐予我的这一切充满了感激。您即将从事的航海职业非常有价值，而且在未来的几年内，它的价值会体现得更加明显。您有一个极佳的机会突破生活之圈，要倍加珍惜，您会发现它将给予您和其他人难以想像的无尽的回报。在祝您一切顺利的同时，真诚地希望这本书能够对您有所裨益。

这本书旨在为有意提高海事实用英语技能的船舶轮机员，尤其是新的轮机员们提供帮助。海事英语是英语的一个全新的分支。本书从实践的角度介绍了船舶轮机和船舶货运，主要针对那些刚刚登上他们职业生涯第一

recently graduated from college or university. The initial, express intention of this material was to be of assistance to final year DMU engineering students about to leave university and join a shipping company. With this intention in mind the contents of this book are deliberately limited in scope and detail. The aim was to respond to certain questions such as

What situations will the new engineer find themselves in that require English skills?

What information should the new engineer be able to discuss in English?

What English skills will most benefit the new engineer in the short term?

It was felt that there was also the need to keep the information practical and non-technical. There are many English language Marine Engineering texts and materials describing machinery and systems in detail. It was not the intention of this project to replace or add to any of these technical resources. Further, it was felt that speaking in detail in English about technical issues regarding machinery and plant is not a skill immediately required or expected of junior engineers. Therefore, the aims of the materials are less technical and more towards practical, relevant and usable English. When first joining a ship it is important to be able to communicate in English, for safety reasons especially but also to create a favourable impression to your shipmates about your abilities in all areas.

I suggest that if you have a working command of conversational English you will be credited with intelligence that you need not necessarily possess. A favourable impression of your skills in English will extend to the assumption that you are skilled in other areas as well, such as actually doing your job. This impression of you will reflect well on your university and training and also on your country. What's more, this thinking will not be limited to the ship but will also be relayed to the shipping company. The power of a good impression is hard to estimate.

In response to the above questions the subject matter has been selected to include that which will be of almost immediate use when joining a ship. This includes such things as vessel locations and directions, general shipping information, vessel inductions, bunkering and stores etc. These topics will assist in both general conversation and working situations. In the many, many situations which will arise in a ship that will require you to speak English it is necessary to call on all of your knowledge and command of the language to assist you in communicating your message. If the answers to the earlier questions have been adequately addressed in this book these language skills will form a solid base from which it will be possible to expand your vocabulary to include the more technical aspects of Marine Engineering.

条船的轮机员们和刚刚从相关高校毕业的轮机员们。写此书最初的目的是给大连海事大学毕业在即的轮机工程专业学生提供参考,鉴于此,本书的内容在范围和细节上有所限制,目的是为如下的特定问题作答:

新的轮机员在何种情况下需要展示他们的英语技能?

新的轮机员应该能够用英语谈论哪些方面的信息?

在短期内怎样的英语技巧对新的轮机员最为实用?

我认为有必要使这本书的内容多一些实用性并少一些技术性。现在市面上已经有很多关于船舶轮机方面的英语书籍和资料,详细描述了机械和系统方面的知识。本书并无意在技术方面取代或是补充这些现有的资料。而且,我认为用英语细致地描述出有关机器和机舱的技术问题并非一个初级轮机员所急需掌握的技能。因此,本书旨在减少一些技术性,增加一些实用性,向相关而又实用的英语知识靠拢。第一次上船时能够用英语顺利地交流非常重要,这不仅是为了安全考虑,更是为了给其他船员留下美好的印象,尽情展示你的风采。

如果你的英语口语很好,那么你就会更加自信,更有助于你掌握其他知识。你超强的英语能力会使他人很自然地联想到你在其他方面也会有同样出色的表现,诸如在实际工作中表现出的能力。你给大家留下的这种美好印象会反映出你在大学阶段、职业教育阶段以及自己国家中的良好表现。更为重要的是,这种情况不仅体现在海上工作中,也体现在航运企业的工作中。美好的印象将会产生难以估量的效果。

针对上述问题,本书所阐述的主要问题包括了上船所急需的常识。这些问题包括:船舶上的位置与方向,船舶常识介绍,加油及物料等。这些问题无论对于普通的谈话还是工作情况都极有帮助。在船上会遇到许许多多需要应用到英语的情景,那么就要求您运用综合的知识和语言能力来表达出您的思想。如果上述问题都已充分解决,那么这种语言技能将有助于您扩充船舶轮机技术方面的词汇。

本书并无意涵盖所有的情形和问题。每一章节的主要问题都引用了别

The very nature and intention of this material means that not all situations and subjects are covered. The subject matter of any one chapter or section will include words, phrases and sentences mentioned elsewhere also. The book should be thought of as a whole rather than as a collection of individual parts. The examples and dialogues given are indications of language usage only. The phrases and terms can, and should, be combined and mixed to better convey your message. English is a language that requires experimentation, especially in specific subject areas such as Marine Engineering and shipping. Terms and phrases used in these fields often mean something very different to what they do ashore.

So, enjoy working with these materials. I have tried to give a faithful audio of the text so that it is possible to listen to what you are actually reading. The audio is included to assist in your listening and pronunciation skills. It should be possible to follow the text and hear the pronunciation of the very words you are reading. There is no particular order in which it should be done and no guarantee that the information is entirely correct. This all comes from my own experiences and reflects my understanding of the industry and situations. I hope that you find the exercises and information helpful. I suggest that the better your English is the greater your career opportunities will be.

Gordon J. Gore

June, 2004

处的单词、短语和句子。应该把本书当作一个有机整体而非各个部分的机械组合来看。所列示的例子和对话仅仅是日常的习惯用语。短语和专业术语应该也能够混合兼用以便更好地表达出您的意思。英语是一种需要经实践检验的语言，尤其是在诸如船舶轮机和航运的专业领域。这些领域中使用的术语和短语往往与别处的用法相异。

请珍视这本书吧！

另外，本书还配有语音光碟以便于您的阅读，也有助于提高您的听力和发音技巧。伴随着本书每一章节的内容，都有相应的伴读。本书并没有特别地指出某项工作的该做与否，也不能保证书中内容都完全正确。这完全源于我个人的经历，只反映出我个人对此行业的理解。我希望你们能从中获益。我坚信，你们的英语水平越高，你们的职业前景就会越美好！

Gordon J. Gore

2004 年 6 月

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Chapter 1 General Introductory Ship Knowledge

In this chapter we will concentrate on general ship knowledge such as the names and locations of major ship features. This will be done using drawings of the ship with the names added to the pictures. There will be a short description of each term and examples of their usage included with the drawings so that the English meanings and usage can be better understood. This knowledge will be critical in finding your way, and directing others around any ship. The terms are generic (meaning general) and are applicable to almost all ships.

1.1 General Terminology¹ Used in Ships for Directions

The aim of this section is to equip you with the ship terminology that will allow you to navigate around the ship yourself or direct others to areas or specific features of the ship. For example, you maybe on deck near the gangway² and a visitor approaches and asks you where the Chief Engineer is. It would be very helpful for you to be able to direct this person through the accommodation³ and down to the machinery control room⁴ to where the Chief is working. Figures 1.1(a) to 1.1(e) are drawings of a non-specific cargo ship⁵ with many of the following terms⁶ marked in them. These drawings should be referred to as the following passages are read.

PORT—the left side of the ship, for example (eg) the port side⁷ of the ship.

STARBOARD⁸—the right side of the ship—this is the opposite side of the ship to the port side.

BOW⁹—the front end, and front part or section, of the ship.

STEM¹⁰—this is the very front of the ship, at the bow, where the ship's side plates (port and starboard) meet in the middle of the ship (midships or amidship¹¹). In some ships there is a stem post¹², a metal bar or rod to which the hull plates are attached. This forms the strong forward join in the ship's plating.

STERN¹³—the back end of the ship.

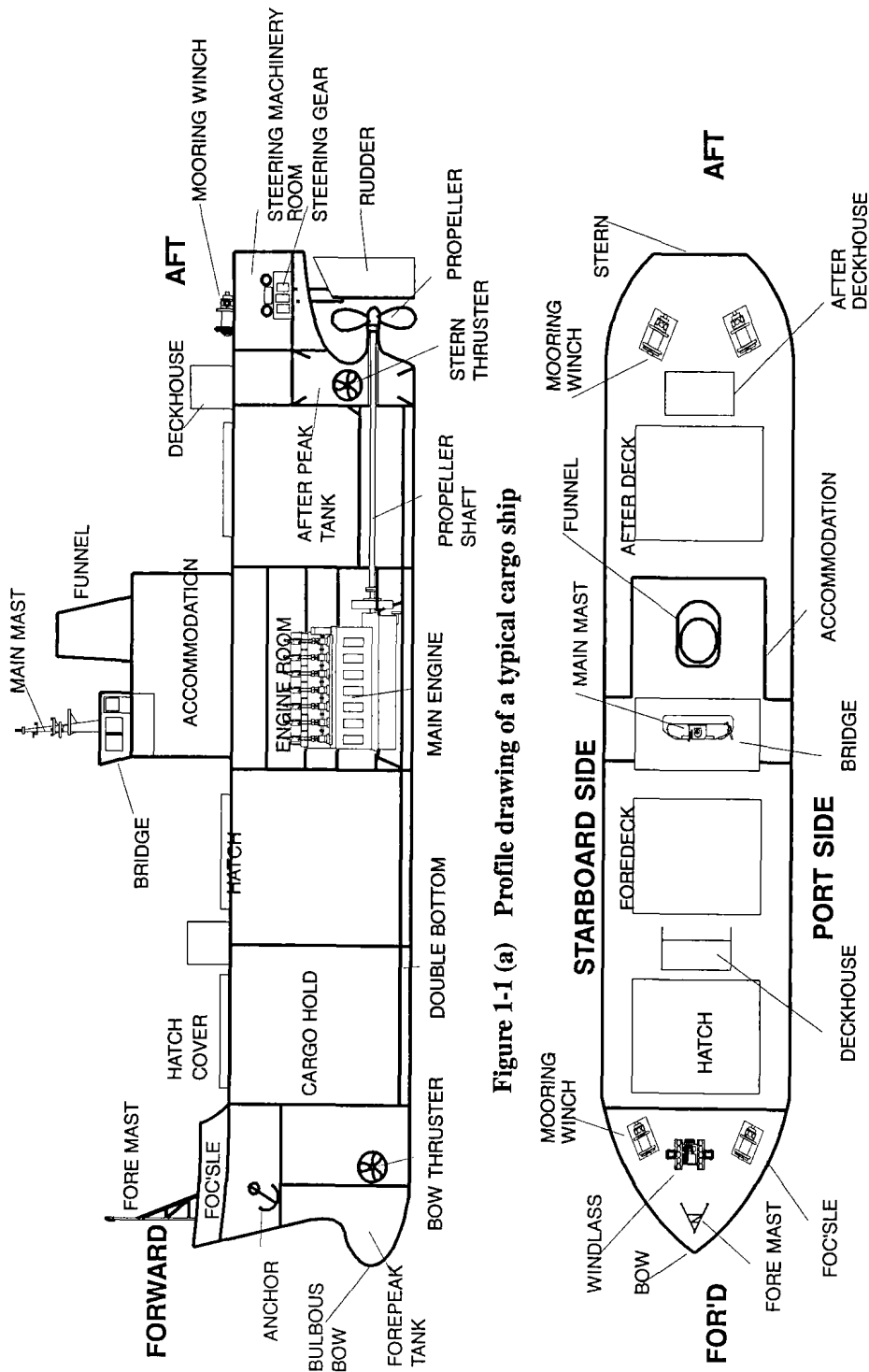


Figure 1-1 (a) Profile drawing of a typical cargo ship

Figure 1-1 (b) Plan drawing of a typical cargo ship

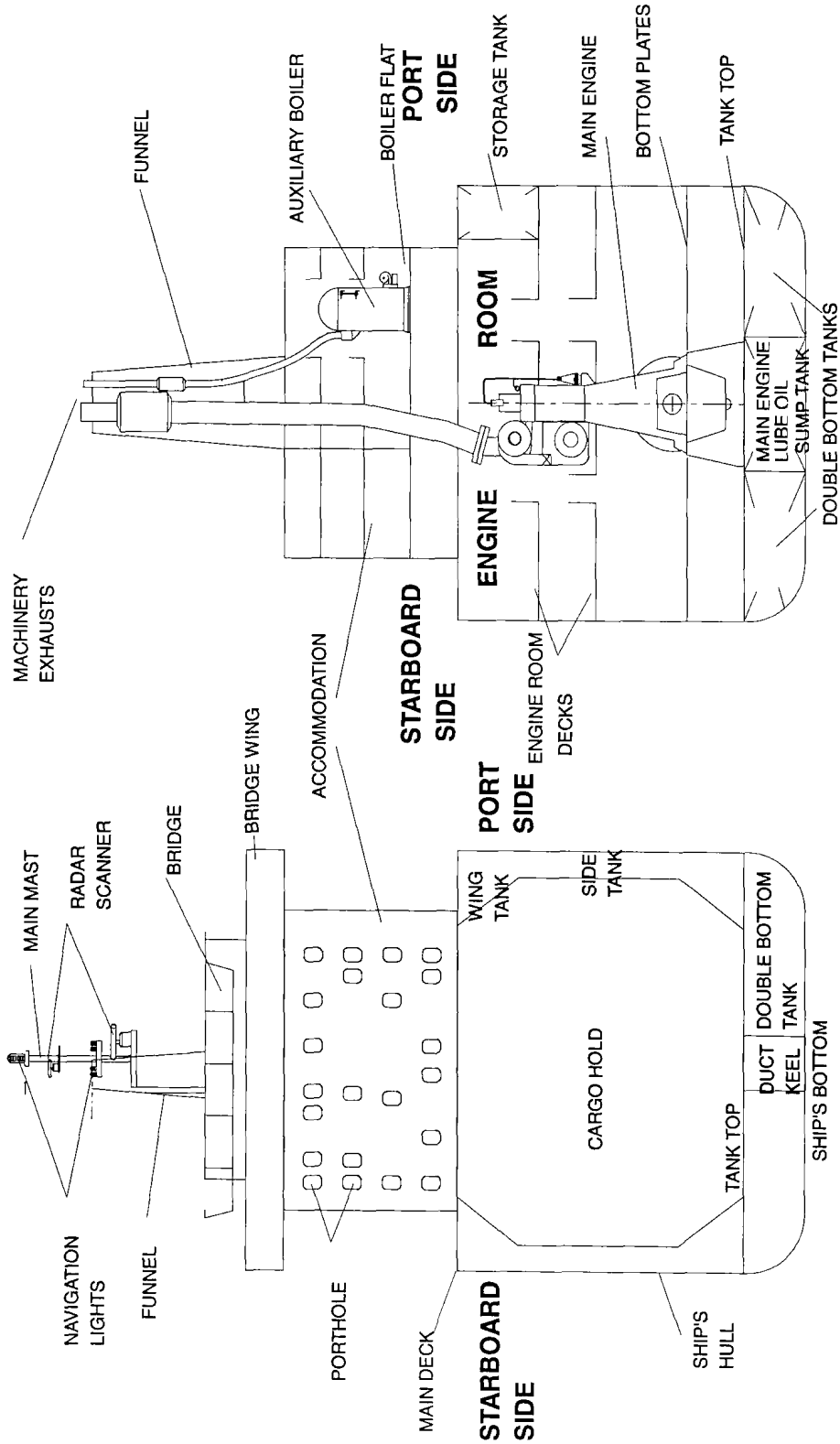


Figure 1-1 (d) Cross section through the accommodation and engine room section of a typical cargo ship

Figure 1-1 (c) Cross section through the cargo hold section of a typical cargo ship

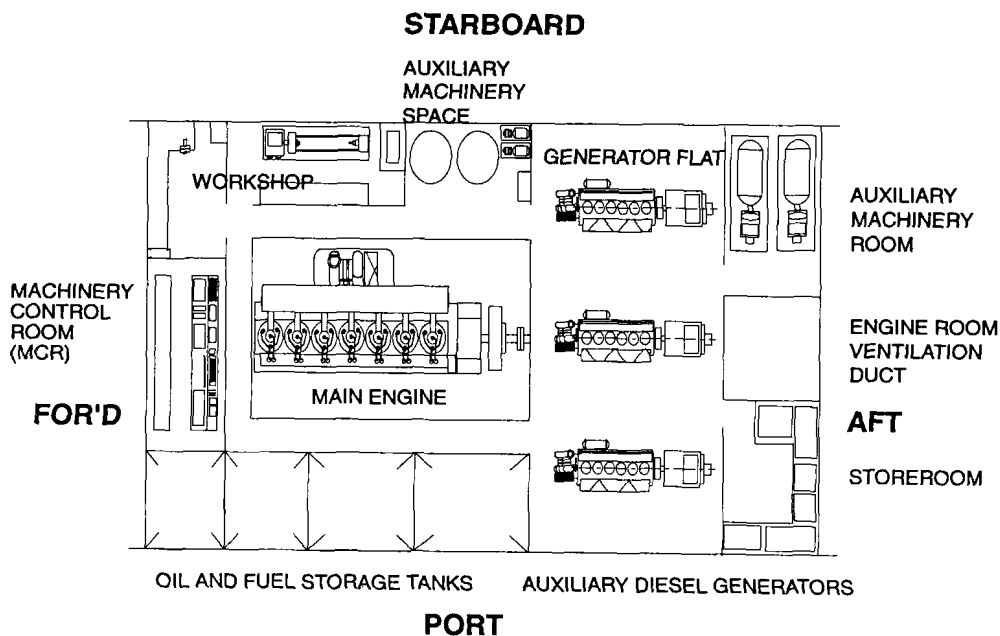


Figure 1-1 (e) Sketch of a typical engine room layout

FORWARD, FORE or FOR'D—the direction and area towards the bow of the ship.

AFTERWARD, AFTER or AFT—the direction and area towards the stern of the ship.

INBOARD¹⁴—a relative position (that is, a position relative to another object or location) nearer towards the longitudinal centreline of the ship. It is a position further from the side of the ship than where the object or person or location currently is.

OUTBOARD¹⁵—a relative position meaning nearer the side of the ship from the point where you are now. That is, further from the longitudinal centreline.

SIDE—is a general term referring to (1) the edge of the ship where the deck meets the vertical side of the ship and also (2) the actual vertical side of the ship's hull¹⁶. For example, painting the hull of the ship would be said to be "working over the side." More specific locations can be referred to by the addition of bow, stern, port and starboard etc, eg "working over the side just aft of the bow on the starboard side." In the Engine Room many items are fixed to the ship's side (or hull) such as valves and pipes, or are located very near the side. This leads to directions such as "the valve on the ship's side, port side forward" or "towards the ship's side from where you are" or "the Third